

FORD TO LAUNCH AN EAGLE A DAY

War Ships Turned Out Like Flivers at Great Factory

LOCATED ON RIVER ROUGE

Plant Built in Three Weeks' Time—How Boats Are Launched.

(By Frederick M. Kerby, Newspaper Enterprise Association Staff Correspondent.)

Detroit.—Turning out warships as if they were flivers is a success.

Henry Ford told Secretary of the Navy Daniels he would do it, when he undertook the contract for the first 100 Eagle boats—the new submarine chasers designed by the navy department. That was last January. In a few days, the plant which was designed, built and put into operation in less than six months, hopes to be dropping "Eagles" into the water at the rate of one a day. "Dropping" is the correct term; they are not launched.

The River Rouge plant of the Ford Motor company where I spent the day inspecting the production of the new navy boats, is called a shipyard. It looks like a vast factory, and it is in fact a steel fabricating, assembly and equipment plant.

These boats are built on moving platforms, conveyed on wheels; they are made of steel plates fabricated in endless quantity and put together with rivets; they are wheeled out to the water's edge, placed on a platform operated by hydraulic jacks, etc., so that the ship could be lowered into the water and the ship floated away. It is the theory or "fliver" production applied to ships.

Secretary Daniels called Henry Ford to Washington last January to ask him if he would undertake the job of building the new "Eagles." Ford saw no reason why ships could not be built in quantity like automobiles. So the contract was signed Jan. 17.

Plant Built in Three Weeks. Within twenty-four hours plans were being drawn and details of the building worked out. The site on which the great plant stands was partly under water. It was filled; the river was dredged, a canal was cut to the factory doors, and work began on the buildings.

The fabrication shop was built in three weeks. Long before the 1,700-foot assembling building was finished the fabrication shop was producing plates, angles, channels, etc., so that the first ship could be begun as soon as the assembling plant was ready.

The first complete "Eagle" went into the water July 15. Eighteen ships are under way now. In a few days there will be twenty-one on the shipways. The capacity of the plant, before long a ship will go into the water.

These boats should not be confused with the 110-footers—the original submarine chasers. These are far larger and more powerful vessels. They are, in fact, half way between the "chaser" and the "destroyer" type, 200 feet long and of 100 tons displacement.

The plant is laid out systematically, so that the steel plates, angles, channels, etc., from the other completed boats, with naval crews, guns, stores and supplies aboard, sail away to the Atlantic. Across from it is the navy department's cantonment, where the naval crews to man the ships are being trained.

The boats are made out of sheet steel stampings, pressed from sheet metal. In the fabrication shop these plates—keels, floors, beams, angles, frames—are shaped, and then run through great punching machines that cut out dozens of rivet holes at a time. Service railways run from this shop to the assembling plant, which covers thirteen acres of floor space.

The keels are laid and the complete hulls built on 12x12 timber mounted on two standard steel car trucks, operating on ordinary rails. There is room for seven of these trucks in each shipway, and there are three shipways. To the keel the frames are added, then the bulkheads, plates, the decking, and at the seventh operation the hull is complete and the boat ready for launching.

New Boats Are Launched.

At the lower end of the assembling plant a great transfer table operates. Onto this the car trucks carrying the complete hull are run, and this table connects with the launching bridge. The boat and its carriage are run onto the bridge, and by means of large hydraulic jacks the whole is lowered into the water. The carriage with its trucks is lowered away from the boat, thus allowing it to float free. After launching the hull is floated down to the outfitting shop, where the boiler, engines and other equipment is added.

More than 5,000 men are at work now. The vista of ships on the platform, with the three nearly completed hulls far away at the lower doors, and the three lines tapering down until at the upper end of the line only the keel and skeleton ribs represent the ships, convey a clear idea of the plan of the whole thing. One can actually see these boats creeping forward day by day, and at the seventh operation they are sent to their places in the fleet that is hunting the U-boats.

The "Eagles" will be sent to the Atlantic through the New York state barge canal. The fuel is oil, and the steaming radius is sufficient to take them across the Atlantic. Ford is building the engines in a big addition to his original automobile plant.

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By Condo

I BELIEVE THE WORLD IS WEARY OF THIS WAR, AND THAT RIGHT NOW IS THE TIME TO DISCUSS PEACE. IF THE ALLIES WOULD ONLY—



FOCH SEIZES THE OFFENSIVE IN THE THIRD GREAT BATTLE OF THE SOMME

(Copyright, 1918, N. Y. Tribune.)

The past two weeks have seen one of the most momentous changes in the whole history of the world war. Having exploited his victory between the Marne and the Aisne to its full measure, but wisely declining to repeat the old blunders of the Somme and of Flanders, Marshal Foch on Aug. 8 shifted his field of action to the familiar battle ground of the Somme and opened the first allied offensive of the campaign of 1918. By this blow he definitely indicated that he regarded the time as come when the balance had shifted to the allied side, and that the hour was over when inferiority in numbers and of material condemned the allies to the defensive on the western front.

Foch's attack in Picardy resembled in many ways his counter offensive between the Aisne and the Marne, but in a military sense it was quite a different thing. In the earlier operation Foch struck to bring to a halt and throw back a dangerous German offensive, and his blow was directed at the flank of a German army engaged in an operation organized and planned by Ludendorff. His stroke was a defensive blow, and it had exhausted its possibilities when it had compelled the German to evacuate a certain area of ground, part of it taken in the operation which was still in progress, part of it taken in an earlier offensive designed to prepare the way for the later undertaking.

But in Picardy Foch was acting not to block a German operation, but to take advantage of the situation in which earlier German operations had placed the foe. His hands were free; he could attack where and when he chose; and the disorganization of the enemy, due to the recent defeat, gave him that security against a German counter blow which has not been possessed before this year. He had, moreover, the great advantage of having used far fewer troops in the battle of the Marne than his enemy. He had needed much smaller numbers to take advantages offered by enemy blundering. Ludendorff had been compelled to draw troops from the north to aid those in the south, but Foch had not been compelled to make corresponding drafts upon the British, and as a result he had the British army intact for the new effort, while the American contributions had enabled him also to save certain French reserves for the Somme attack.

All three pockets, that in Flanders, that in Picardy and that between the Marne and the Aisne, which have recently been abolished, were equally vulnerable to any flank attack; they were narrow; the lines of communication in them were near the sides and a relatively slight advance on either side, where the pockets rejoined the main front, would put all the ground in the salient under allied fire, and the troops within them to the danger of envelopment and capture, and in any event necessitate an enforced retreat out of them.

Like Ludendorff, Foch may be illustrated by a simple figure. If you are attempting to climb a window, a rickety stepladder will be of very great assistance, and as long as your opponent, who is trying to keep you out of the house, is trying to stop you at the window you need have little apprehension about the ladder. But if the man in the house presently gets help and leaves his helper to handle you at the window while he comes outside and starts to pull down the ladder, then it is time to get off the ladder; indeed, the time to get off is before he reaches it, if possible.

Now, in a sense, this is what happened. Ludendorff has not one but three stepladders in his three fronts, and just as long as he could hold the enemy to fighting at the top of the ladders and from the house the salients did not worry him. But at the Marne Foch managed to upset one ladder and the result was immediate disaster. Then, before Ludendorff could bring himself to abandon the second or Picardy salient, Foch repeated the success. Meantime, as we have seen in the rather half official reports, Ludendorff has been climbing down off the third ladder; that is, he has been drawing out of the Flanders salient.

"When a salient cannot be enlarged it is best to evacuate it," says Col. Paul Azan, of the French army, "but a retreat is almost as dangerous as a continuation of the attack. If the Anglo-French army watches its chance the enemy cannot evacuate the salient without being attacked, and it is well

Children Cry FOR FLETCHER'S CASTORIA

PROBE INTO PASSAGE OF TRACTION ORDINANCE

Three Public Officials Charged by Chicago's Attorney as Go-Betweens.

Chicago, Aug. 17.—(Special.)—Chicago today instituted a grand jury investigation into charges that thousands of dollars were used to obtain the passage of the traction and subway ordinance by the city council on Wednesday night. Ten of the twenty aldermen who voted against the ordinance have been subpoenaed to appear today and the other ten for Monday. Three public officials and several aldermen are declared by the state's attorney to have acted as go-betweens between the traction interests and the aldermen. He declares the amounts paid averaged between \$2,000 and \$5,000, but that some aldermen were offered as high as \$8,500. No alderman has confessed, the prosecutor admits, although several were subjected to cross-examination in the state's attorney's office yesterday. He says he is basing his probe on campaign contributions. He has declined to mention names. Mr. Hoyne said he had received information that an attempt was made on the council floor to raise the price for votes, and added: "I have the names of several persons, including public officials, who are said to have acted as lobbyists and who paid or promised to pay aldermen for their votes."

ARMY RECRUITING STATIONS TO CLOSE

Knoxville, Aug. 17.—(Special.)—That all army recruiting stations may be closed and recruiting discontinued indefinitely is indicated in an order to the army recruiting station here. The order reads: "All voluntary enlistments have been discontinued. It becomes necessary to provide for the contingency of discontinuing a part or all of the recruiting stations. Information is desired as to what retired officers at stations desire to be continued on active duty, with a view of placing those whose services may be needed. Preference as to class of duty should be stated. It may be stated that it is not practicable at present to give definite information as to the future status of the recruiting service, and it will probably not be known until action by congress on the proposed extension of the draft ages."

RUMANIA LOSES 800,000 IN WAR

Eleven Per Cent. of Population Is Wiped Out as Result of War—Germany Demands Toll.

London.—(N. Y. A.)—Latest figures show that Rumania has lost 800,000 people during the war and the German "peace" that has followed it. This is 11 per cent. of her before-the-war population.

And now Germany, ignoring her peace treaty, has demanded from Rumania 120,000 tons of grain. The penalty threatened is to starve everybody in the occupied districts. If the nation doesn't comply.

The Germans are also backing up the Bulgarian demand for 125,000 more tons of grain. Total demanded, 245,000 tons. With famine already staring her in the face, Rumania now faces the proposition of starving if she does, and being starved if she doesn't accede to the Germans' demands.

The motive behind the German orders is said to be to force out the king and queen of Rumania and all politicians faithful to the allied cause.

DEPUTY ASSESSOR TUCKER HAS FIVE STARS ON FLAG

Knoxville, Aug. 17.—(Special.)—Five stars are on the service flag of Deputy Tax Assessor J. T. Tucker. Four of his sons and one step-son are in the service. Jos. H. and H. Clay Tucker were in France. Tole Tucker is a member of the University of Tennessee training detachment, and is at Biltmore in a hospital. Joel O. Tucker is in training at Camp Jackson, S. C. Walter Mason, a step-son, is supply sergeant for University of Tennessee student soldiers.

RAIN WAS WORTH THOUSANDS OF DOLLARS TO FARMERS

Dalton, Ga., Aug. 17.—(Special.)—The rain which was practically general over the county Friday afternoon was worth thousands of dollars to the farmers, for it will be the means of greatly increasing the yield of corn. The rain followed a protracted drought. Lightning accompanied the rain and brought considerable damage to the local power plant, striking the plant and burning out the switchboard. Manufacturing plants using the power were forced to shut down, and the city was in darkness.

LEE WILL BE RE-ELECTED WITHOUT OPPOSITION

Dalton, Ga., Aug. 17.—(Special.)—Voters of the Seventh congressional district will re-elect Congressman Gordon Lee for the fourth time without opposition. Paul B. Trammell, chairman of the district executive committee, announces that with the entries closed, no one has come out against Mr. Lee. Congressman Lee was first elected to

A WARNING

From the Insurance Agents
Look Into Your Fire Insurance Before
the LOSS COMES
CHATTANOOGA IS DANGEROUSLY UNDER INSURED

ALL property values have increased anywhere from 33 1-3 to 100 per cent. the last three years. What will it cost you today to replace your property? Some have increased their fire insurance in keeping with present-day values, but many people have not. A recent loss here showed value, \$254,354.64; loss, \$59,966.56; insurance, \$7,484.19.

The prudent thing to do is to get out your policies, accurately determine the value of the thing insured, and see where you stand.

Persons having a co-insurance clause on their policies ought especially to do this.

DO IT NOW! DO IT NOW! DO IT NOW!

The undersigned representative agencies of the city know the dependence and confidence that the insuring public place in them. We appreciate this confidence and keenly feel the responsibility.

It is in this spirit and with the idea of serving your interest that we are bringing "this burning issue" to your attention.

We have "cleared our skirts." It is strictly up to YOU now. What are YOU going to do about it?

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GLOVER & GRADY Hamilton National Bank Building Phone Main 469	A. N. SLOAN & SON Masonic Temple Phone Main 2400
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